
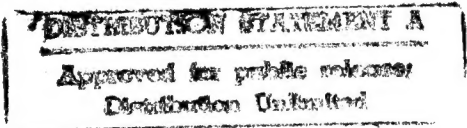


REPORT DOCUMENTATION PAGE			Form Approved OMB No. 0704-0188	
Public reporting burden for this collection of information is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Washington Headquarters Services, Directorate for Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302, and to the Office of Management and Budget, Paperwork Reduction Project (0704-0188), Washington, DC 20503.				
1. AGENCY USE ONLY (Leave blank)	2. REPORT DATE April 13, 1995	3. REPORT TYPE AND DATES COVERED Annual: 02/01/94 - 01/31/95		
4. TITLE AND SUBTITLE Cloud Condensation Nuclei Measurements in Shiptrails		5. FUNDING NUMBERS G N00014-94-1-0339		
6. AUTHOR(S) James G. Hudson				
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) Desert Research Institute University and Community College System of Nevada P.O. Box 60220 Reno, Nevada 89506-0220		8. PERFORMING ORGANIZATION REPORT NUMBER N/A		
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES) Office of Naval Research 800 North Quincy Street Arlington, Virginia 22217 - 5660		10. SPONSORING/MONITORING AGENCY REPORT NUMBER		
11. SUPPLEMENTARY NOTES None				
12a. DISTRIBUTION/AVAILABILITY STATEMENT Unlimited		12b. DISTRIBUTION CODE B		
				
13. ABSTRACT (Maximum 200 words) At the end of May the CCN spectrometer and calibration equipment were transported to Monterey for the field project. The equipment operated successfully for most of the time on 11 of the 12 research flights. For most of the time the CCN spectrometer directly monitored the ambient CCN spectrum. Occasionally, the sample aerosol was heated to obtain particle volatility. Sometimes the aerosol was size classified to obtain the relative solubility of the CCN. During some of the in-cloud passes the CCN spectrometer monitored the residue from the cloud droplets from the counterflow virtual impactor (CVI) which allows a precise determination of the CCN that are actually within the cloud droplets.				
14. SUBJECT TERMS Clouds, Aerosol, pollution		15. NUMBER OF PAGES 2		
		16. PRICE CODE		
17. SECURITY CLASSIFICATION OF REPORT Unclassified	18. SECURITY CLASSIFICATION OF THIS PAGE Unclassified	19. SECURITY CLASSIFICATION OF ABSTRACT Unclassified	20. LIMITATION OF ABSTRACT	

NSN 7540-01-280-5500

Standard Form 298 (Rev. 2-89)
Prescribed by ANSI Std. Z39-18
298-102

19950418 009

13 April, 1995

ANNUAL REPORT No. 1
February 1, 1994 - January 31, 1995

Cloud Condensation Nuclei Measurements in Shiptrails
(Grant N00014-94-1-0339)

Submitted to
Office of Naval Research

by

James Hudson
Principal Investigator

During this first year the primary focus was on the field project in June. To this end the CCN calibration equipment, including the 3010 CN counter, along with the volatility apparatus were mounted in a new rack for easy installation and operation. During April the investigator attended the planning meeting in Monterey and brought the equipment--two racks--to Seattle for installation on the University of Washington C-131 aircraft. The equipment was there for one week during which three test flights were made. The DRI equipment operated without problems on these flights.

At the end of May the same equipment was transported to Monterey to again be mounted on the C-131 for the field project. The equipment operated successfully for most of the time on 11 of the 12 research flights. For most of the time the CCN spectrometer directly monitored the ambient CCN spectrum. Occasionally, usually at least once per flight, the sample aerosol was heated to high temperatures in a processing tube. This yielded information about the volatility of the particles, which can be used for indirect chemical identification of the particles. Also on some of the flights the aerosol was size classified before entering the CCN spectrometer. This allowed the size of the CCN to be

determined, which yields information about the relative solubility of the CCN. This is another indirect determination of particle composition. During some of the in-cloud passes the CCN spectrometer monitored the residue from the cloud droplets. This intercomparison with the counterflow virtual impactor (CVI) of the University of Rhode Island allows a precise determination of the CCN that are actually within the cloud droplets. When this is compared with the ambient CCN and the cloud droplet distribution important clues about cloud dynamics can be obtained.

During and since the project the total CCN concentrations and the total particle concentrations have been plotted as a function of time and pressure altitude--for the soundings. The calibrations have been plotted in order to derive the complete CCN spectrum from the data. Analysis of the data is ongoing.

There were very high CCN concentrations within most of the ship plumes that were penetrated. This was highly variable depending on the distance from the ship, ambient conditions, and probably the ship power plant--operating conditions and fuel. Higher concentrations were also found within the shiptrail clouds compared with ambient clouds.

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